2002

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report

36

Gloucester County

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

29 US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					GIOL	icester Maintena	ance Are	a							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Gloucester County															
				From:		Mathews County									
(3)	4.07	13000	G	96%	1%	2% 1%	1%	0%	С	0.088	F	0.598	13000	G	2002
\smile				To:		36-623									
3	2.18	16000	G	From: 96%	1%	2% 1%	1%	0%	F	0.086	F	0.613	16000	G	2002
3			_	To		S 17 Bus E of Glouc			-		-			_	
				From:											
	4.04		_			King & Queen Coun		00/	_	0.000	_	0.004	0500	_	0000
14)	1.04	3500	G	87%	1%	3% 4%	6%	0%	F	0.088	F	0.634	3500	G	2002
				To: From:		W US 17 Adne	er	1							
(14) (17)	3.73	11000	G	96%	0%	2% 0%	1%	0%	F	0.084	F	0.529	11000	G	2002
				т		26.615									
	4.05	40000		From:	00/	36-615	40/	00/		0.000		0.500	42000		2002
[14] [17]	1.65	12000	G	96%	0%	2% 0%	1%	0%	F	0.086	F	0.509	13000	G	2002
				To: From:		36-606 Ark		-							
(14) (17)	2.45	15000	G	96%	0%	2% 0%	1%	0%	F	0.085	F	0.526	15000	G	2002
				To:		DT 17 DIIC & D	Т 17								
Bus				From:		RT 17 BUS & R									
(14) {17}	0.56	11000	G	97%	1%	1% 0%	0%	0%	F	0.091	F	0.512	11000	G	2002
\sim				To:		36-1007].							
Bus			_	From:					_		_			_	
(14) (17)	0.71	10000	G	97%	1%	1% 0%	0%	0%	F	0.090	F	0.511	10000	G	2002
				To		RT 3 & 17 BU	S	ļ.							
(14) (3)	2.18	16000	G	96%	1%	2% 1%	1%	0%	F	0.086	F	0.613	16000	G	2002
			_		. , •		.,•		•		•	2.2.0		-	_ ~~~
				From:		36-623									
(14) (3)	4.07	13000	G	96 <u>%</u>	1%	2% 1%	1%	0%	С	0.088	F	0.598	13000	G	2002
\bigcirc				To:		Mathews County	Line								
				From:		York County Li	ine								
17 George Washington Me	1.47	27000	G	97%	0%	1% 0%	1%	0%	F	0.092	F	0.726	29000	G	2002
~~				From:		36-1208 Roper 1			_						
(17) George Washington Me	1.49	33000	В	96%	0%	2% 0%	1%	0%	В	0.124	Α	0.551	34000	В	2002
<u> </u>				To		SR 216 Hayes	S								
(17)	2.92	36000	G	96%	0%	2% 0%	1%	0%	F	0.092	F	0.623	36000	G	2002
				To		36-636 Ordina									
				From:		Urban Boundar	•								
(17)	1.75	30000	G	96%	0%	2% 0%	1%	0%	F	0.092	F	0.628	30000	G	2002
				_											
~~				From:		36-628									
17	3.01	26000	G	96%	0%	2% 0%	1%	0%	F	0.082	F	0.562	27000	G	2002
				To	Bus	US 17 South of Glo	ucester CF	I							
17	1.68	17000	G	96%	0%	2% 0%	1%	0%	F	0.082	F	0.594	17000	G	2002
17)			•						•		•	2.001		_	
				From:		US 17 North of Glo									
17	2.45	15000	G	96%	0%	2% 0%	1%	0%	F	0.085	F	0.526	15000	G	2002
				To:		36-606 Ark									
17	1.65	12000	G	96%	0%	2% 0%	1%	0%	F	0.086	F	0.509	13000	G	2002
17	1.00	000	3	JU /0	U /0	_,0 0,0	1 /0	J 70	•	5.000	•	0.000	.0000	0	2002
				From:		36-615		-							
17	3.73	11000	G	96%	0%	2% 0%	1%	0%	F	0.084	F	0.529	11000	G	2002
<u> </u>				To:		SR 14 Adner].							
17	4.77	6200	G	96%	0%	2% 0%	1%	0%	F	0.088	F	0.513	6300	G	2002
17		0_00	-		3 /0			5 / 0	•	0.000	•	0.010	5500	9	2002
				From:		SR 33 Glenns									
17	1.55	12000	G	96%	0%	2% 0%	1%	0%	F	0.090	F	0.509	12000	G	2002
~				To-		Middlesex County	Line								
Bus				From:	IJ	S 17 South of OF G	loucester	Ī							
17	1.20	20000	G	97%	1%	1% 0%	1%	0%	F	0.087	F	0.619	20000	G	2002
Bus 17	0	_,,,,	•		. , 0		. , 0		•		•	2.0.0		_	
				From:		SR 3									
Bus (17)	0.71	10000	G	97%	1%	1% 0%	0%	0%	F	0.090	F	0.511	10000	G	2002
	J., .		•	To:	. 70	36-1007	3,0		•	5.500	•	0.011	. 5000	-	
						30-100/									

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					Glo	ucester Main	tenance Are	ea							
Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Trail		\cap C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Gloucester County				From:		26.10	07	1							
Bus 17	0.56	11000	G	97%	1%	36-10 1% 0 IS 17 North of 0	0%	0%	F	0.091	F	0.512	11000	G	2002
				From:											
33	2.92	8300	G	87%	1%		2% 6%	0%	F	0.085	F	0.574	8200	G	2002
	1.55	12000	G	From: 96%	0%	US 17 G 2% 0	lenns 1% 1%	0%	F	0.090	F	0.509	12000	G	2002
33 [17]	1.55	12000	G	To:	0 70	Middlesex Co		0 /6	'	0.090		0.509	12000	G	2002
				From:		US 17 G		i							
198	4.45	2200	G	93%	1%		% 3%	0%	F	0.096	F	0.571	2200	G	2002
$\overline{}$				To: From:		36-601 Ca	sh P O								
198	2.92	2300	G	93%	1%	3% 1	% 3%	0%	F	0.083	F	0.619	2300	G	2002
$\frac{\smile}{-}$				To: From:		36-606 H	arcum								
(198)	4.10	2200	G	93%	1%		% 3%	0%	F	0.088	F	0.607	2200	G	2002
				To:		Mathews Co									
	2.04	0000	•	From:	40/	US 17 H		00/	_	0.005	_	0.000	0700	0	2002
(216)	3.61	8200	G	94% To:	1%	2% 1 36-649 A	% 1%	0%	F	0.085	F	0.636	8700	G	2002
				From:		Dead I									
600	1.10	80	R			Dead I	JIQ .			NA			NA		04/12/2000
000				To:		36-64	17								
_				From:		US 1	7								
601)	1.94	590	G	86%	3%	6% 3	3% 1%	0%	F	0.095	F	0.524	580	G	2002
				To: From:		36-61	0								
601)	3.04	520	G	86%	3%		3% 1%	0%	С	0.098	F	0.544	520	G	2002
				To:		SR 19									
	2.40	4400	_	From:	10/	SR 3		00/	_	0.102	_	0.604	1100	0	2002
602	2.40	1100	G	95% To:	1%	3% 0 SR 19	9% 1% 98	0%	С	0.103	F	0.624	1100	G	2002
				From:		36-60									
(603)	3.80	220	R			30-00				NA			NA		04/10/2000
				To:		SR 19	98								
				From:		SR 3									
(604)	1.00	2500	G	97%	1%		% 0%	0%	С	0.09	F	0.659	2400	G	2002
				To:		36-60									
	1.16	2200	R	From:		SR 3; 36	-691			NA			NA		04/10/2000
(605)	1.10	2200	K	-				1		INA			INA		04/10/2000
	1.77	1900	G	From: 97%	1%	36-60 1% 0	04 0% 0%	0%	F	0.087	F	0.699	1900	G	2002
605	1.77	1300	0	J1 /0	1 /0			070		0.007	'	0.033	1900	U	2002
(00)	2.36	1300	G	From: 97%	1%	36-60 1% 0	0% 0%	0%	С	0.084	F	0.708	1300	G	2002
605)	2.00	1000	Ū	31 /0	1 70			070	1	0.004	•	0.700	1000	O	2002
(605)	0.97	860	G	From: 97%	1%	36-14 1% 0	30 1% 0%	0%	F	0.086	F	0.583	850	G	2002
605)	J.01		_	To:	. 70	36-606 SC		<u> </u>	<u>.</u>					_	
			_	From:		36-606 NO									00//=/==
605	0.58	49	R	To:		0.50 MANT	26 606	1		NA			NA		03/15/2000
				From:		0.58 MN 3									
(606)	0.20	40	R			Dead I	and			NA			NA		04/05/2000
				To:		20.00	3	1	<u></u>						
606	1.32	380	R	From:		36-66	04			NA			NA		04/05/2000
606)				To:		20.01	0	1	L						
606)	1.42	780	G	From: 91%	5%	36-61 2% 1	% 2%	0%	F	0.09	F	0.667	780	G	2002
(000)		·	_	To:	- / 0	36-61					-			-	

					Cioc	icester Mairite									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Ax			\cap	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Gloucester County				From:		36-614									
606	1.71	2700	G	91%	5%	2% 1%	2%	0%	F	0.117	F	0.544	2600	G	2002
606)	1.14	2900	G	91%	5%	36-1035 2% 1%	2%	0%	С	0.112	F	0.516	2900	G	2002
606)	2.15	1900	G	From: 91%	5%	US 17 2% 1%	2%	0%	F	0.096	F	0.613	1800	G	2002
606	2.10	1500	G	From: 91%	5%	36-713 2% 1%	2%	0%	F	0.101	F	0.648	1500	G	2002
606	3.10	1400	G	From: 91%	5%	36-1110 2% 1%	2%	0%	F	0.097	F	0.571	1400	G	2002
000				To:		SR 198		1	· -		·				
606)	0.92	530	R	From:					! [NA			NA		04/12/2000
606	0.60	170	R	From:		36-678 Dead Enc				NA			NA		04/12/2000
				From:		36-610									
607)	3.30	190	R	To:		36-606				NA			NA		03/15/2000
				From:		SR 198									
608	1.96	200	R	To:		Dead End				NA			NA		04/12/2000
				From:		Dead End									
609	1.45	260	R	To:					· [NA			NA		04/27/2000
				From:		36-610 36-606									
610	0.98	200	R			30-000				NA			NA		04/05/2000
610)	0.62	400	R	From:		36-704				NA			NA		04/05/2000
<u>610</u>	1.80	1200	G	From: 94%	3%	36-614 3% 0%	0%	0%	С	0.093	F	0.545	1200	G	2002
				To: From:		36-617									
610	3.00	1000	G	94%	3%	3% 0%	0%	0%	F	0.108	F	0.560	1000	G	2002
610	2.20	920	R	To: From:		US 17				NA			NA		03/15/2000
	1.70	450	R	From:		36-607				NA			NA		03/15/2000
<u>(610)</u>	1.70			To		36-601							14/ (
610	0.05	250	R	т		26 625			i I	NA			NA		03/15/2000
610	0.56	100	R	From:		36-637				NA			NA		03/15/2000
640	1.99	50	R	From:		0.56 MN 36-	637			NA			NA		03/15/2000
(610)	1.00			To:		SR 198				147 (1473		00/10/2000
	0.96	40		From:		US 17				NΙΔ			NIA		02/45/2000
<u>(611)</u>	0.86	40	R	To:		36-601				NA			NA		03/15/2000
			_	From:		36-613									
612)	0.87	630	R	To:		26 1126		i	<u> </u>	NA			NA		1997
<u>(612)</u>	0.23	240	R	From:		36-1136				NA	_		NA		1997
	0.80	220	R	From:		0.23 MN 36-	136			NA			NA		04/27/2000
612	0.00	220	ĸ	То:		36-610 SOU	TH			INA			INA		U412112UUU

					Gioc	icester ivi	annena	ice Are	а							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle			-	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Gloucester County				From:		36-610) NORTH									
612	1.50	320	R								NA			NA		04/27/2000
				To:			ad End									
613	1.10	110	R	From:		Dea	ad End				NA			NA		04/05/2000
613)				To:		36	6-610									
613)	2.10	820	R	From:							NA			NA		04/05/2000
				To: From:		36	6-612									
613)	0.80	1400	R								NA			NA		04/05/2000
613)	0.35	1300	R	From:		36	5-615				NA			NA		04/05/2000
(013)				То:		U	IS 17									
\sim				From:		Dea	ad End									
614)	1.30	130	R								NA			NA		04/10/2000
614)	1.69	320	R	From:		36-62	29 EAST				NA			NA		04/10/2000
614)	1.00	320		To:		36	6-686				11/-3			14/3		04/10/2000
614)	1.14	650	R	From:			7 000				NA			NA		04/10/2000
				To: From:		36-62	9 WEST									
614)	1.90	720	G	97% To:	1%	1%	0%	0%	0%	F	0.09	F	0.619	720	G	2002
				From:		1.90 Mile 1.90 M F	RM 36-6									
614)	0.55	720	G	97% To:	1%	1%	0%	0%	0%	F	0.095	F	0.613	760	G	2002
				From:			S 17 NORTH									
614)	3.38	6800	G	97%	1%	1%	0%	0%	0%	С	0.093	F	0.711	6700	G	2002
	1.70	4700		From:	40/		6-631	00/	00/		0.004		0.500	4000		2002
614)	1.70	4700	G	97%	1%	1%	0%	0%	0%	F	0.091	F	0.588	4600	G	2002
614)	1.73	4400	G	From: 97%	1%	1%	NORTH 0%	0%	0%	F	0.089	F	0.609	4300	G	2002
				To: From:		36	6-606									
614)	1.98	1600	G	97%	1%	1%	0%	0%	0%	F	0.117	F	0.645	1600	G	2002
				To: From:			6-610									
615)	0.18	140	R	rioiii.		US 17	NORTH				NA			NA		04/03/2000
0.19				To:		36	6-613									
(615)	2.90	170	R	From:							NA			NA		04/03/2000
				To: From:			S NORTH S SOUTH									
(615)	2.05	960	R								NA			NA		04/03/2000
				To: From:			6 WEST 6 EAST									
(615)	1.60	2200	G	99%	0%	1%	0%	0%	0%	С	0.093	F	0.539	2200	G	2002
<u> </u>				To: From:		US 17	SOUTH									
615	1.15	5100	G	99%	0%	1%	0%	0%	0%	F	0.171	F	0.674	5000	G	2002
	0.20	2400	G	From: 99%	0%	36 1%	-1410 0%	0%	0%	F	0.152	F	0.713	2300	G	2002
615)	U.2U			99 70 To:	U /0		6-629	J /0	0 /0		0.102		U.1 IJ			
				From:		Dea	ad End									
616	0.15	40	R	_							NA			NA		04/05/2000
	0.00	200		From:		36	6-712				NI A			NIA		04/05/0000
616	0.23	260	R						1		NA			NA		04/05/2000
(616)	0.75	580	R	From:		36	6-682				NA			NA		04/05/2000
0.10	0.70		•••	To:		36	6-708				, .					3 03/ 2 000
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					GIO	ıcester Maintena									
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Gloucester County				From:		36-708		1							
616)	0.10	750	R			30-700				NA			NA		04/05/2000
	4.40			From:	40/	36-631	40/	00/		0.000		0.70			2222
616	1.43	980	G	97%	1%	1% 0% 36-614 EAST	1%	0%	F	0.082	F	0.72	960	G	2002
				From:		36-614 WEST									
616	3.46	5000	G	97%	1%	1% 0%	1%	0%	F	0.091	F	0.586	4900	G	2002
616)	0.16	4200	G	From: 97%	1%	36-1012 1% 0%	1%	0%	F	0.088	F	0.611	4100	G	2002
				To: From:		US 17									
616	0.20	4600	G	97%	1%	1% 0%	1%	0%	С	0.089	F	0.559	4500	G	2002
				To: From:		US 17 BUS WES BUS US 17 EAS									
616)	0.31	3400	G	97%	1%	1% 0%	1%	0%	F	0.095	F	0.665	3400	G	2002
				From:	101	36-1016	40/						2122		
616)	0.45	3100	G	97% To:	1%	1% 0% 0.45 M FRM 36-1	1%	0%	F	0.095	F	0.663	3100	G	2002
				From:		0.45 M FRM RT 1									
616	0.04	2700	R							NA			NA		04/03/2000
	0.75	890	R	From:		36-1045		-		NA			NA		04/03/2000
616	0.75	090	K	To:		26 1020				INA			INA		04/03/2000
616)	0.93	240	R	From:		36-1020				NA			NA		04/03/2000
010				To		Dead End									0 00. 2000
				From:		Dead End									
617)	0.18	80	R							NA			NA		1997
				To: From:		36-729									
617)	1.42	410	R	To		36-610		1		NA			NA		1997
				From:		Dead End									
618)	0.10	70	R	<u> </u>		Dead End				NA			NA		1997
				To:		36-662									
618)	2.30	910	R	From:						NA			NA		1997
				Tn·		36-614									
	1 20	050	В	From:		Dead End				NIA			NIA		1007
619	1.20	950	R	To:		US 17 US 17 BU	IS			NA			NA		1997
				From:		36-656	~								
620	0.26	90	R	<u>. </u>						NA			NA		04/24/2000
				To:		Dead End									
\bigcirc	2.25	4400		From:		US 17 BUS									4007
621)	0.05	1100	R							NA			NA		1997
	0.08	920	R	From:		36-1006 WEST				NA			NA		1997
(621)	0.00	320	IX.	To:		26 1006 F A GT				INA			INA		1997
621	1.78	200	R	From:		36-1006 EAST				NA			NA		1997
621)	0			To:		Dead End									
				From:		SR 3									
622	1.65	110	R							NA			NA		04/12/2000
				To:		Dead End									
600	3.39	210	R	From:		36-625 EAST				NA			NA		04/12/2000
623	ა.აყ	210	ĸ	Tar		26 625 33755				INA			INA		UTI 1212000
623)	3.06	1800	G	95%	1%	36-625 WEST 2% 1%	1%	0%	С	0.093	F	0.640	1800	G	2002
(023)	5.00	. 556	-	To:	. /0	SR 3	1 /0	J , U	9	2.000	•	0.010	.000	_	_002

							iaii ilei iai	100 / 11 00	•							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle	ıck 1Trail	 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Gloucester County				From:		3	36-623		1							
624)	0.18	180	R	<u> </u>			00-023				NA			NA		04/12/200
				To: From:		3	86-683									
624)	0.42	120	R	To:		De	ead End				NA			NA		04/12/200
				From:			23 WEST									
625)	0.90	570	R								NA			NA		04/12/200
				To: From:		36-6	23 EAST									
625	0.44	240	R	To:		De	ead End				NA			NA		04/12/200
				From:			36-629		1							
626	1.60	740	G	97%	1%	3%		0%	0%	С	0.091	F	0.565	730	G	2002
				To: From:		3	86-627									
626	0.03	370	R								NA			NA		1997
626	0.23	320	R	From:		3	86-685				NA			NA		1997
(020)				To:		3	86-705									
626	1.24	250	R	From:							NA			NA		1997
				To:			ead End									
627	0.66	50	R	From:		3	36-628				NA			NA		04/10/200
(021)				To:		0.66 N	ME 36-628	<u> </u>								
627)	0.04	60	R	From:							NA			NA		1997
				From:		3	86-668		•							
627	0.30	180	R	To:		3	86-626				NA			NA		1997
				From:			US 17									
628	1.30	2100	R								NA			NA		1997
				To: From:			29 SOUTH 29 NORTH									
628	1.19	300	R								NA			NA		1997
	0.00	400	_	From:		3	36-627				NI A			NIA.		4007
628)	0.80	160	R	To:		3	36-626				NA			NA		1997
_				From:			14 EAST									
629	0.39	140	R								NA			NA		1997
	0.38	310	R	From:		3	86-657				NA			NA		1997
629	0.36	310	K	To:			86-663				INA			INA		1997
629	2.57	430	R	From:			0-003				NA			NA		1997
				To: From:		36-6	14 WEST									
629	2.48	800	G	95%	1%	3%	0%	1%	0%	F	0.102	F	0.534	790	G	2002
	2.15	2000		From:	1%	3%	86-615 0%	1%	00/	С	0.101	F	0.671	2700		2002
629	2.15	2800	G	95% To:	170		17 BUS	170	0%	C	0.101	Г	0.671	2700	G	2002
				From:			86-629									
630	1.00	190	R	To:		D	ead End				NA			NA		1997
				From:			86-616		<u>_</u>							
631)	1.80	230	R	<u> </u>							NA			NA		1997
$\overline{}$				To-			36-614									
(622)	0.68	310	R	From:		De	ead End				NA			NA		1997
632	0.00			To-		3	36-644				. 4/ 1					

			4.77	_	Tru	ıck		- 00	Peak	014	Dir	A A)A/DT	0144	
Length	AADI	QA	4 I Ire	Bus	2Axle 3+Axle	1Trail	2Trail	QC	Hour	QK	Factor	AAWDI	QW	Year
			From:		36-644		j							
2.05	1500	R	т.		26.614				NA			NA		1997
1.30	460	R			Dead End				NA			NA		04/05/200
			To:		36-634		ŀ							
0.66	1000	R	From:						NA			NA		04/05/200
			To: From:		36-636		-							
0.88	1100	G	96%	2%	1% 0%	0%	0%	С	0.099	F	0.527	1100	G	2002
1 48	280	R	From:		Dead End				NA			NA		1997
1.40	200	• • • • • • • • • • • • • • • • • • • •	To:		36-633				1471			147 (1007
			From:		Dead End									
0.70	260	R							NA			NA		1997
			To: From:											
1.62	860	R			30 030 1101111				NA			NA		1997
			To:		US 17									
4.04	4500	•	From:	40/	36-633	00/	00/	_	0.000		0.040	1400		2002
1.24	1500	G	98%	1%			0%	F	0.090	F	0.612	1400	G	2002
0.10	2100	G	From:	1%			0%	F	0.006	F	0.583	2100	G	2002
0.19	2100	G	30 70	1 70			0 70	'	0.030	•	0.505	2100	O	2002
1 35	2200	G	From: 98%	1%			0%	С	0.095	F	0 606	2300	G	2002
			To:	.,,					0.000	•	0.000			
0.40	4000	•		10/			00/	0	0.000	_	0.633	1000	0	2002
0.40	1000	G	9/%	170			0%	C	0.092	Г	0.033	1900	G	2002
0.19	2100	G	From: 97%	1%			0%	F	0.087	F	0.589	2000	G	2002
0.10	2.00		To:	170		070		•	0.001	•	0.000	2000		2002
1.92	610	R	From:		30-030				NA			NA		03/22/200
			To		Dead End									
			From:		36-610									
0.12	110	R							NA			NA		03/15/200
0.40			From:		0.13 MN 36-610)			NIA			NIA		00/45/000
2.18	20	К	To:		SR 198				NA			NA		03/15/200
			From:											
0.70	350	R			Doug Eng				NA			NA		1993
			To:		36-643									
			From:		36-618									0.1/0=/000
0.60	30	R	To:		Dead End		1		NA			NA		04/05/200
			From:											
0.35	80	R			30-032				NA			NA		1997
			To:		Dead End									
		_	From:		36-1216									,
0.12	5600	R							NA			NA		1995
0.04	4000		From:	40/	US 17	10/	00/		0.004		0.650	E000		2000
0.34	4800	G	95%	1%		1%	υ%	C	0.091	F	0.656	5000	G	2002
0.76	3800	G	From: Q5%	10/-		10/-			0 000		0.702	4000	G	2002
0.70	3000	G	95% To:	I 70	2% 2% SR 216 EAST	1 70	U-/0	г	0.000	г	0.702	4000	G	2002
	2.05 1.30 0.66 0.88 1.48 0.70 1.62 1.24 0.19 1.35 0.40 0.19 1.92 0.12 2.18 0.70 0.60	2.05 1500 1.30 460 0.66 1000 0.88 1100 1.48 280 0.70 260 1.62 860 1.24 1500 0.19 2100 1.35 2200 0.40 1800 0.19 2100 1.92 610 0.12 110 2.18 20 0.70 350 0.60 30 0.35 80 0.12 5600 0.34 4800	2.05 1500 R 1.30 460 R 0.66 1000 R 0.88 1100 G 1.48 280 R 0.70 260 R 1.62 860 R 1.24 1500 G 0.19 2100 G 1.35 2200 G 0.40 1800 G 0.19 2100 G 1.92 610 R 0.12 110 R 2.18 20 R 0.70 350 R 0.70 350 R 0.35 80 R 0.35 80 R	2.05 1500 R	2.05 1500 R Tro 1.30 460 R 0.66 1000 R 0.88 1100 G 96% 2% To 1.48 280 R 1.62 860 R 1.24 1500 G 98% 1% 0.19 2100 G 98% 1% 1.35 2200 G 98% 1% 1.36 2800 R 1.37 75mm 1.38 2200 G 98% 1% 1.39 610 R 1.92 610 R 1.92 610 R 1.92 610 R 0.10 Tro 1.92 610 R 1.92 610 R 0.10 R 1.92 610 R 1.93 75mm 1.94 75mm 1.95 75mm 1.96 75mm 1.97 75mm 1.98 75mm 1.98 75mm 1.99 75mm 1.90	Carrell	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail 2Trail 2.05 1500 R 36-614	2,05	Length AADI QA 4 Irre Bus 2 2 2 3 4 4 1 1 2 Trail 2 C 4 1 1 2 1 2 1 2 1 2 2	Length AADT QA 4 lire Bus 2Axle 3+Axle 1Trail 2Trail QC Hour QR	2.05	Length AAD QA 4 Ire Bus 2AAJ6 3+AAJ6 1Trail 2Trail QC Hour QR Factor AAWD	Length AAD QA 4 Irr BUS 2Axde 3+Axde 1Trail 2Trail QC Hour QK Factor AAVID QW

						Tru			_	Peak		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			\cap C	Hour	QK	Factor	AAWDT	QW	Year
Gloucester County				From:		SR 216 WEST		1							
641)	2.41	1300	G	95%	1%	2% 2%	1%	0%	F	0.101	F	0.584	1300	G	2002
				To		36-656									
				From:		Dead End									
642	0.57	230	R							NA			NA		03/20/200
				From:		36-1236									
(642)	0.10	420	R							NA			NA		03/20/200
642 642				From:		36-715									
(642)	0.43	600	R							NA			NA		03/20/200
				From:		36-672									00/00/00
642	0.60	1400	R	To:		36-643		 1		NA			NA		03/20/200
				From:											
642	0.66	2800	G	97%	1%	SR 216 2% 1%	0%	0%	С	0.09	F	0.646	2900	G	2002
643)	0.00	2000	•	To:	170		070		Ū	0.00		0.010	2000	Ū	2002
643	0.42	830	R	From:		36-642				NA			NA		1997
643	0.12		•••	To:		26.706		1							1001
(642)	1.05	370	R	From:		36-706				NA			NA		1997
643)	1.00	0.0	•••	To:		Dead End		ĺ							1001
				From:		Dead End									
644)	0.95	160	R			Dead End				NA			NA		1997
				To:		36-632									
				From:		Dead End									
645)	0.11	70	R							NA			NA		1993
<u> </u>				To:		36-1234		1							
645)	0.32	370	R	From:						NA			NA		1993
				To:		36-1216									
				From:		Dead End									
646)	0.95	210	R							NA			NA		1997
				To: From:		36-1105									
646)	0.27	430	R							NA			NA		1997
				To: From:		36-1106									
646	0.75	600	R							NA			NA		1997
				To: From:		36-1104		-							
646)	0.15	420	R							NA			NA		1997
				To:		36-649									
\bigcirc				From:		SR 33 WEST									
647	0.44	60	R							NA			NA		04/12/200
				To: From:		36-600									
647)	0.75	130	R	Tar		GD 22 F + GF				NA			NA		04/12/200
				To:		SR 33 EAST									
	0.50	420	-	From:		Dead End				NI A			NI A		1007
648	0.50	130	R	To:		36-649 WEST		1		NA			NA		1997
				From:		36-649 EAST									
648)	0.80	180	R							NA			NA		1997
				To:		Dead End									
\sim				From:		Dead End									
649	1.30	360	R							NA			NA		03/29/200
				From:		SR 216; 36-653		}							
649	1.92	3000	G	95%	1%	2% 1%	1%	0%	С	0.083	F	0.520	2900	G	2002
				To:		36-652		}							
649	0.21	870	R							NA			NA		03/29/200
				To:		36-648 WEST									

Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl	ruck	2Troil	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Gloucester County				From:				ZTraii		Hour		Factor			
649	0.07	490	R	Tion.		36-648 WES	ľ			NA			NA		03/29/2000
	0.00	200		To: From:		36-648 EAS	Γ			NIA			NIA		02/20/2000
649	0.80	260	R	To:		Dead End				NA			NA		03/29/2000
				From:		36-653									
650	0.85	340	R							NA			NA		1997
650	1.00	230	R	From:		36-1104				NA			NA		1997
				To: From:		36-652 SOUT 36-652 NORT									
650	0.30	120	R			30 032110111				NA			NA		1997
	0.00		_	From:		0.30 ME 36-6	52			NIA.			NIA		00/00/0000
650	0.30	20	R	To:		Dead End				NA			NA		03/29/2000
				From:		36-652									
(651)	0.97	210	R	To:		D 1E 1				NA			NA		03/29/2000
				From:		Dead End 36-649									
652	1.70	340	G	94%	2%	3% 1%	0%	0%	С	0.103	F	0.546	340	G	2002
				To: From:		36-653 NORT 36-653 SOUT									
652	1.00	50	R			30-033 300 1	11			NA			NA		03/29/2000
				To:		Dead End									
<u></u>	1.58	1000	G	From: 92%	2%	SR 216; 36-64 4% 1%	9 S 1%	0%	С	0.098	F	0.586	1000	G	2002
653	1.50	1000		32 /0	270	36-652 NORT		070	C	0.030	'	0.500	1000	0	2002
(653) (653)	0.69	120	R	From:		30-032 NOK1	.11			NA			NA		03/29/2000
$\frac{\circ}{\circ}$				From:		0.70 MN 36-65	2 N								
(653)	0.41	10	R	To:		Dead End				NA			NA		03/29/2000
				From:		36-641									
(654)	1.25	150	R							NA			NA		03/29/2000
				To:		Dead End									
655)	0.35	250	R	From:		36-641				NA			NA		03/29/2000
(033)				To:		36-714									
655)	0.85	100	R	From:						NA			NA		03/29/2000
				To:		Dead End									
656	1.34	1500	G	From: 96%	1%	36-636 2% 0%	0%	0%	С	0.094	F	0.538	1400	G	2002
(030)				To:		36-641		1			-				
656	1.60	1300	G	96%	1%	2% 0%	0%	0%	F	0.101	F	0.636	1200	G	2002
				To: From:		36-620									0.4/0.4/0.000
656	1.27	490	R	_				-		NA			NA		04/24/2000
(656)	0.10	90	R	From:		36-698				NA			NA		04/24/2000
000				To:		Dead End									
\bigcirc	0.00	400	_	From:		Dead End				A.1.6					04/40/000
657	0.60	180	R	To:		36-629				NA			NA		04/10/2000
				From:		36-643									
658	0.20	120	R							NA			NA		03/20/2000
				To:		Dead End									

					Clodocotci Maintenanoci fica			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak Hour	QK Dir AAWDT Factor	QW Year
Gloucester County				From:	36-634	1		
659)	0.70	140	R		30-034	NA	NA	1997
000				To:	36-633			
				From:	36-623			
660	0.22	70	R	To:	D 15 1	NA 1	NA	1997
				From:	Dead End	1		
661	1.00	240	R	Piolii.	SR 3	NA	NA	1997
661)	1.00			To:	Dead End]	1473	1001
				From:	36-618			
662	1.40	160	R			NA	NA	1997
				To:	36-606			
	0.46	60	_	From:	Dead End]	NIA	04/10/2006
663	0.46	60	R	To:	36-629	NA 1	NA	04/10/2000
				From:	36-616			
(664)	0.39	130	R	<u> </u>	30-010	NA NA	NA	1997
001)				To:	Dead End			
				From:	Dead End	J		
665	1.53	140	R			NA 1	NA	1997
				To	36-623	<u> </u>		
	0.85	30	R	From:	Dead End	NA NA	NA	03/15/2000
666	0.03	30	IX.	To:	SR 33; 49-609]	IVA	03/13/2000
				From:	Dead End	I		
667)	0.50	130	R	<u> </u>		NA	NA	03/22/2000
				To	US 17			
\bigcirc				From:	Dead End			
668	1.06	210	R	To:	26,627	NA 1	NA	1997
				From:	36-627	<u> </u> 		
(669)	1.90	190	R	110111	Dead End	I NA	NA	1997
(009)				To:	36-610]		
				From:	US 17 BUS			
671)	0.50	160	R			NA	NA	04/19/2000
				To:	36-629			
	0.40	000	_	From:	Dead End]	NI A	4004
672	0.40	200	R	To:	36-642	NA 1	NA	1994
				From:	SR 198	1		
673)	0.70	120	R	<u> </u>	SK 170	NA	NA	1997
				To:	Dead End			
				From:	SR 198 EAST]		
674)	0.60	60	R	. —		NA	NA	04/12/2000
				To:	SR 198 WEST	<u> </u>		
	0.17	40	R	From:	36-621] NA	NA	04/10/2000
675)	0.17	40	IX.	To-	Dead End]	IVA	04/10/2000
				From:	SR 3	i		
676)	1.20	80	R			NA	NA	1997
				To:	Dead End			
				From:	Dead End			
677	0.40	70	R			NA	NA	1997
				To: From:	36-688]		
677	0.40	1000	R	To:	110 17	NA 1	NA	1997
				10.	US 17	<u> </u>		

					Gloucester Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	 il QC	Peak Hour	QK Dir Factor	AAWDT	QW Year
Gloucester County				From:	26.606	1				
679	0.80	140	R	T TOILL.	36-606	_	NA		NA	1997
678)				To:	Dead End	1				
				From:	36-664					
679	0.35	120	R	_		_	NA		NA	04/03/2000
				To:	Cul-de-Sac					
(690)	1.44	170	R	From:	SR 3	_	NA		NA	1997
680	1.77	.,,		To:	Dead End		147 (147 (1007
				From:	Dead End					
682	1.10	250	R			_	NA		NA	1997
				To:	36-616					
	0.70	70	R	From:	36-624		NA		NA	1997
683)	0.70	70	K	To:	Dead End	7	INA		INA	1997
				From:	Dead End	1				
684)	1.80	80	R		2 340 240	-1	NA		NA	04/05/2000
				To:	36-617					
\bigcirc			_	From:	Dead End					
685	0.70	60	R	To:	36-626	7	NA		NA	1997
				From:	36-614	1				
686)	0.50	110	R		30-014	_	NA		NA	1997
000				To:	Dead End	1				
				From:	US 17 SR 33					
687)	0.20	130	R			_	NA		NA	1997
				To-	Dead End					
	0.12	170	R	From:	Dead End		NA		NA	1997
688)	0.12	170	K	_		_	INA		INA	1997
600	0.40	940	R	From:	36-1425	_	NA		NA	1997
688	0.40	340	IX	To:	36-677	7	INA		INA	1997
				From:	36-626					
(689)	0.55	100	R			_	NA		NA	1997
				To:	Dead End					
	0.40	200		From:	36-623		NIA		NIA	4007
690	0.18	290	R	To:	Dead End	7	NA		NA	1997
				From:	SR 3 SOUTH					
691)	0.40	60	R		500111	_1	NA		NA	1997
				To-	SR 3 NORTH					
				From:	36-623					
692)	0.84	140	R			_	NA		NA	1997
				To:	Dead End	1				
693)	1.34	230	R	From:	36-690	_	NA		NA	1997
(693)	1.04	200		To:	Dead End	7	1471		147.	1007
				From:	SR 3					
694)	1.28	180	R			_	NA		NA	1997
				To:	Dead End	1				
\bigcirc	0.05	^^	_	From:	36-643		N 1 A	<u></u>	NI A	00/00/00
695)	0.25	30	R	To:	Dead End	7	NA		NA	03/20/2000
				From:		1				
696)	0.41	80	R		Dead End		NA		NA	1994
(030)	****			To:	36-643	7				

					Gloucester Maintenance Area		Peak		Dir			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	\sim	Hour	QK	Factor	AAWDT	QW	Year
Gloucester County				From:	Dead End	1						
(697)	0.43	110	R		Dead End	_	NA			NA		1997
				Tn·	36-616							
698)	0.18	60	R	From:	36-656	_	NA			NA		1997
				To: From:	0.19 ME 36-656	—						
698)	0.04	8	R			- -	NA			NA		1997
				To: From:	Cul-de-Sac	1						
699	0.34	100	R		Dead End		NA			NA		1994
				To: From:	36-1260]——						
699	0.39	680	R		97.41 <i>f</i>	- 1	NA			NA		1994
				To: From:	SR 216	<u> </u>						
(700)	0.99	250	R		SR 216	_	NA			NA		04/24/2000
				To:	Dead End							
	0.90	00	-	From:	36-623		NIA			NIA		04/12/2000
701)	0.80	90	R	To	Dead End	1	NA			NA		04/12/2000
				From:	Dead End							
702	0.30	180	R	To:	27.722	7	NA			NA		1997
				From:	36-623 SR 198	<u> </u>						
703	1.88	190	R		SK 198		NA			NA		1997
				To: From:	36-733]——						
703)	0.12	47	R		211.2	7	NA			NA		1997
				Io:	Cul-de-Sac	1						
(704)	0.50	40	R		Dead End	_	NA			NA		04/05/2000
				To:	36-610							
	0.40	70	-	From:	36-626		NIA			NIA		4007
705)	0.42	70	R	To:	Dead End	1	NA			NA		1997
				From:	Dead End							
706	0.35	100	R	To:	26.642	7	NA			NA		1997
				From:	36-643 Dead End							
(707)	0.21	290	R		Dead Elid		NA			NA		03/20/2000
				To: From:	36-717	 						
707	0.37	900	R	To:	OD A16	7	NA			NA		03/20/2000
				From:	SR 216 Dead End							
708)	0.15	60	R		Dead Elid		NA			NA		1997
				To: From:	0.15 ME Dead End]——						
708)	0.53	110	R		2000	- 1	NA			NA		1997
				To:	36-616	<u> </u>						
709	0.26	30	R	<u> </u>	36-623	J	NA			NA		04/12/2000
				To:	Dead End							
	0.00	00		From:	SR 198		NIA			NIA		04/40/0000
710	0.68	90	R	To:	Dead End	1	NA			NA		04/12/2000
				From:	36-656							
(711)	0.53	60	R	_		- -	NA			NA		04/24/2000
\sim				To:	Dead End							

					Gloucester Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC.	()K	Dir AAWDT QV	/ Year
Gloucester County				From:	36-616				
(712)	0.21	170	R	<u> </u>	30-010	NA		NA	1997
				To: From:	0.22 MN 36-616				
712)	0.22	130	R	rioii.		NA		NA	04/05/2000
				To:	Dead End				
\bigcirc	2.25			From:	36-606				
713	0.05	NA		To:	Dead End	NA		NA	
				From:	36-655				
714)	0.18	130	R		30-033	NA		NA	1997
				To:	0.19 MN 36-655				
714	0.27	140	R	From:	0.19 1.11 50 000	NA		NA	03/29/2000
				To:	Dead End				
				From:	36-642				
715)	0.28	140	R	Tai	D 15.1	NA		NA	03/20/2000
				To:	Dead End				
(10)	0.63	100	R	From:	36-653	NA		NA	1997
716	0.03	100	IX.	To-	Dead End	INA		INA	1991
				From:	36-735				
717)	0.25	200	R			NA		NA	1993
				To:	Dead End				
				From:	36-621				
718	0.27	46	R	To:	D 15.1	NA		NA	04/10/2000
				From:	Dead End				
740	0.40	150	R	From:	36-653	NA		NA	1997
719	0.40	100		т	26.746	TN/A		IVA	1007
(740)	0.30	150	R	From:	36-746	NA		NA	1997
719	0.00	100	• • • • • • • • • • • • • • • • • • • •	To:	ROAD	14/ (147 (1007
710	0.25	140	R	From:	KOAD	NA		NA	03/29/2000
719	0.20		•••	To:	Cul-de-Sac				00/20/200
				From:	Dead End				
720	0.40	40	R			NA		NA	1997
				To:	36-629				
\bigcirc		_		From:	Dead End				400=
(721)	0.02	8	R	To:	36-610	NA		NA	1997
				From:	Dead End				
722)	0.02	10	R	<u> </u>	Dead End	NA		NA	1997
122				To:	36-610				
				From:	36-724				
723	0.26	200	R			NA		NA	03/20/2000
				To-	36-642				
	0.00	400	_	From:	Dead End	NIA		NIA	02/20/2000
724	0.20	100	R			NA		NA	03/20/2000
	0.11	30	R	From:	36-723	NA		NA	03/20/2000
724	0.11	30	^	To-	Dead End	INA		INA	0012012000
				From:	SR 216				
725)	0.17	40	R	<u> </u>	OK 210	NA		NA	1997
				To:	Dead End				
				From:	SR 198				
726	1.45	300	R	₋	15.	NA		NA	1997
				To-	Dead End				

					Gloucester Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	QC Pea il Hou	()K	AAWDT QV	V Year
Gloucester County				From:	Dead End	1			
727)	0.22	30	R		Dead End	J NA	\	NA	04/05/2000
				To-	36-614				
\bigcirc			_	From:	36-629	<u> </u>			
728	0.10	90	R	To:	Dead End	NA T	\	NA	1997
				From:	36-617				
729	0.46	140	R		30-017	J NA	\	NA	1997
				To:	Dead End				
				From:	Dead End				
730	0.09	45	R			NA _	\	NA	04/05/200
	0.00	040		From:	36-731	<u> </u>		N10	0.4/05/000
(730)	0.26	210	R	To:	36-614	NA 7	\	NA	04/05/200
				From:	Cul-de-Sac	1			
731)	0.45	30	R	<u> </u>	Cui-uc-sac	NA NA	\	NA	04/05/2000
				То:	36-730				
				From:	36-216				
732	0.47	70	R	To:	Dead End	NA T	\	NA	03/29/2000
				From:	36-703	1			
733	0.14	20	R		36-703	J NA		NA	04/12/2000
(100)				To:	Dead End				
				From:	Dead End				
734)	0.25	80	R	. —	25.512	NA	\	NA	04/05/200
				To: From:	36-610	1			
(725)	0.31	190	R	Piolii.	Cul-de-Sac	J NA		NA	1993
735	0.01	100		To:	36-717]	•	147.	1000
				From:	36-635				
736	0.10	390	R			N/A	\	NA	1997
				To:	US 17; 36-614				
797	0.23	130	R	From:	Cul-de-Sac	_ NA		NA	04/03/200
737)	0.23	130	IX.	To:	36-614	۱۳/	`	INA	04/03/2000
				From:	Dead End				
(738)	0.34	130	R			N/	\	NA	1997
				To:	36-633				
	0.12	440	ь.	From:	36-1216			NIA	1002
740	0.12	140	R	To:	Dead End	NA 7	\	NA	1993
				From:	Cul-de-Sac				
745)	0.33	70	R	<u> </u>		NA NA	Λ.	NA	1997
				To:	36-643				
				From:	Cul-de-Sac]			
746)	0.17	40	R	To:	36-719	NA T	\	NA	03/29/2000
				From:	Dead End	1			
(750)	0.12	46	R	<u> </u>	Dead End	J NA	1	NA	03/15/2000
				To:	36-606				
				From:	Cul-de-Sac				
760)	0.10	50	R		27.720	NA	\	NA	03/20/2000
				To-	36-638				
(770)	0.37	110	R	From:	SR 198	J NA		NA	03/15/2000
770	0.51	. 10	11	To-	Dead End]	•	13/7	00/10/2000
						•			

					Gloucester Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(')	(.)K	AAVVI)I ()VV	Year
Gloucester County				From:	Cul-de-Sac				
780	0.23	NA			em de bue	NA		NA	
\bigcirc				To-	US 17 APPROX LOCATION				
	0.17	NIA		From:	Dead End	NIA		NA	
781)	0.17	NA		To:	36-780	NA I		NA	
				From:	Dead End				
782	0.18	NA				NA		NA	
				To:	36-781				
	0.07	NA		From:	Cul-de-Sac	NA		NA	
783	0.07	IVA.		To:	36-782			INA	
				From:	Dead End				
1001)	0.25	240	R			NA		NA	1997
				From:	36-1003				
(1001)	0.05	450	R	т	2212.212.42	NA		NA	1997
				From:	BUS US 17				
1002	0.09	100	R	rioni.	36-1015	l NA		NA	1997
(1002)	0.00			To:	36-1008				
1002	0.27	310	R	From:	30-1008	NA		NA	1997
				To:	US 17 BUS				
1002	0.19	540	R	From:	22.1.202	NA		NA	1997
				To:	Dead End				
\bigcirc	0.40	000	_	From:	36-1014	NIA.		NIA	4007
1003	0.12	290	R	To:	36-1001	NA I		NA	1997
				From:	36-1003				
(1004)	0.05	220	R		50 1005	NA		NA	1997
				To:	US 17 BUS				
\bigcirc	0.40		_	From:	Dead End				4007
1005)	0.10	49	R	To:	US 17 BUS	NA I		NA	1997
				From:	36-621				
(1006)	0.20	70	R		30 021	NA		NA	1997
				To:	36-621				
\bigcirc				From:	36-1009				400=
1007	0.09	410	R	To:	US 17 BUS	NA		NA	1997
				From:	36-1002				
1008	0.10	130	R	<u> </u>	30-1002	NA		NA	1997
				To:	36-1014				
\bigcirc				From:	36-1007				
(1009)	0.23	370	R	To:	36-1010	NA		NA	1997
				From:	36-1009				
(1010)	0.08	830	R	<u> </u>	30-1007	NA		NA	1997
				To:	US 17 BUS				
				From:	US 17 BUS				
(1011)	0.38	350	R	To:	27, 1025	NA		NA	04/19/2000
-				From:	36-1025				
(1012)	0.14	230	R		36-1017	NA NA		NA	04/19/2000
(1012)	<u> </u>			To:	36-1013				
(1012)	0.08	330	R	From:	30-1013	NA		NA	04/19/2000
				To-	36-616				

					Gloucester Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Pe	()	Oir Factor	AAWDT	QW	Year
Gloucester County				From:	Dead End	1					
1013	0.13	60	R	<u> </u>	Dead End	N	A		NA		04/19/2000
				To	36-1012						
				From:	36-1015						
1014	0.31	240	R			N	A		NA		1997
				To: From:	36-1003]					
1014	0.05	270	R			N	A		NA		1997
				From:	US 17 BUS	}					
1014	0.20	430	R	To:	D 15 1	N 1	A		NA		1997
				From:	Dead End	<u> </u>					
	0.16	70	R	riom.	36-1002	N I	Δ		NA		1997
1015)	0.10	70		To:	Dead End] "	٦.		IVA		1007
				From:	Dead End	<u>. </u>					
1016	0.12	100	R	<u>. </u>	Doug Elia	N	A		NA		04/03/2000
				To:	36-616]					
				From:	36-1023						
(1017)	0.15	180	R			N	A		NA		04/19/2000
				To-	36-1012	<u> </u>					
	0.40	040	_	From:	Dead End]			NIA		0.4/4.0/0.000
1018	0.12	310	R	To:	US 17 BUS	N 1	А		NA		04/19/2000
				From:		<u> </u>					
1019	0.20	1100	R		US 17	N N	Α		NA		04/03/2000
(1019)				To:	Dead End	1					
				From:	Cul-de-Sac						
1020	0.42	260	R	<u></u>		N	A		NA		04/03/2000
				To:	36-616]					
				From:	36-1020						
(1021)	0.12	80	R		2112	N	A		NA		04/03/2000
				To:	Cul-de-Sac						
	0.09	80	R	From:	Cul-de-Sac	N J	٨		NA		04/03/2000
(1022)	0.09	00	K	To:	36-1020] "	٦.		INA		04/03/2000
				From:	Cul-de-Sac	<u> </u>					
(1023)	0.13	70	R	<u> </u>	car de sae	N	A		NA		04/19/2000
				To:	36-1017	1					
_				From:	US 17						
(1024)	0.30	3000	R	_		N	A		NA		04/27/2000
				To:	Dead End						
	0.10	400	ь.	From:	36-616]	٨		NA		04/40/2000
(1025)	0.12	180	R				А		INA		04/19/2000
	0.04	400		From:	36-1011		^		NIA		04/40/2000
1025	0.04	160	R			-	А		NA		04/19/2000
$\overline{}$	0.00	40	_	From:	36-1026		^		NIA		0.4/4.0/0000
1025	0.06	40	R	To:	Dead End	N 1	Η.		NA		04/19/2000
				From:	36-1025	<u> </u>					
(1026)	0.09	120	R		30-1023	N N	Α		NA		04/19/2000
			-	To:	Cul-de-Sac	<u> </u>			<u> </u>		
				From:	Cul-de-Sac						
(1027)	0.09	90	R			N	A		NA		04/19/2000
				To:	36-1011						
\bigcirc				From:	36-1011						
(1028)	0.08	60	R	, I	0.11.0	N	A		NA		04/19/2000
				To:	Cul-de-Sac	<u> </u>					

					Gloucester Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Gloucester County				From:	Cul-de-Sac							
1030	0.20	240	R	<u></u>	Cur-uc-Sac	ı	NA			NA		04/24/200
				To-	US 17 BUS							
\bigcirc	2.42			From:	Cul-de-Sac							0.110.110.00
1031	0.10	60	R	To:	36-1030	I	NA			NA		04/24/200
				From:	Dead End							
1032	0.07	80	R	<u> </u>	Dead End		NA			NA		04/24/200
				To:	36-1030							
1032	0.06	40	R	From:			NA			NA		04/24/200
				To:	Cul-de-Sac							
$\overline{}$				From:	36-606							
1035	0.08	180	R	To:	36-1036	I	NA			NA		04/03/200
				From:								
1036	0.16	90	R		0.08 MS 36-1035		NA			NA		04/03/200
1030)	00			To:	Dead End							0 00. 200
				From:	36-1039							
1037)	0.23	NA				•"	NA			NA		
				To:	36-1014							
	0.00	NIA		From:	Cul-de-Sac		NIA			NIA		
1038	0.03	NA		To:	36-1037		NA			NA		
				From:	Dead End							
1039	0.14	NA		<u></u>	Dead End		NA			NA		
				To:	36-1014							
^				From:	Cul-de-Sac							
1040	0.30	220	R			ı	NA			NA		1997
				To:	36-619							
	0.12	70	R	From:	Cul-de-Sac		NA			NA		1997
1041)	0.12	70	IX.	To:	36-1040		INA			INA		1991
				From:	36-616							
1045)	0.46	1200	R				NA			NA		04/19/200
				To:	36-1046							
\bigcirc				From:	36-1045							
1046	0.25	870	R	To:	36-1049	Ī	NA			NA		04/19/200
				From:								
1047	0.21	180	R		Cul-de-Sac		NA			NA		04/19/200
1047)				To:	36-1046							
1047)	0.23	120	R	From:	30-1040		NA			NA		04/19/200
				To:	Cul-de-Sac							
				From:	Cul-de-Sac							
1048	0.06	40	R			•	NA			NA		04/19/200
				To-	36-1047							
	0.40	440	R	From:	Dead End		NIA			NIA		04/40/200
1049	0.10	140	ĸ	_			NA			NA		04/19/200
	0.25	NA		From:	36-1046		NA			NA		
1049	0.23	INA		To:	Cul-de-Sac		INA			INA		
				From:	36-1051							
1050	0.11	310	R	<u></u>	20 1021		NA			NA		04/24/200
				To:	36-616							

					Gloucester Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Peak Hour	QK Dir Factor	AAWDT Q	W Year
Gloucester County				From:	Cul-de-Sac				
1051	0.08	60	R	<u> </u>	Cur-de-Sac	NA		NA	04/24/200
				To: From:	36-1050				
1051)	0.29	80	R			NA		NA	04/24/200
				To:	Dead End .29MN 1050				
	0.31	190	R	From:	Cul-de-Sac	NA NA		NA	1997
1060	0.31	190	K	To	36-616	INA		INA	1997
				From:	36-1045				
1065	0.47	NA				NA		NA	
				To:	Cul-de-Sac				
	0.05	20	R	From:	Cul-de-Sac	NA NA		NA	04/19/200
1066	0.03	20	K	To:	36-1065	INA		INA	04/19/200
				From:	Cul-de-Sac				
1067	0.18	100	R			NA		NA	04/19/200
				To:	36-1065				
\bigcirc	0.10	40	_	From:	36-1070	NIA		NIA	04/40/200
1068	0.18	40	R	To:	36-1065; 36-1070	NA I		NA	04/19/200
				From:	Cul-de-Sac				
1069	0.08	30	R	<u> </u>	ou. do bue	NA		NA	04/19/200
				To:	36-1068				
\bigcirc				From:	Cul-de-Sac				
1070	0.18	30	R	To:	36-1065	NA		NA	04/19/200
				From:	Cul-de-Sac				
1085	1.14	540	R	<u> </u>	Cui-uc-sac	NA		NA	04/24/200
				To:	US 17				
				From:	36-1085				
1086	0.35	150	R	To:	36-1085	NA		NA	04/24/200
				From:	Dead End				
1101)	0.11	100	R		Dead End	NA		NA	1996
				Tav	36-1103				
1101)	0.20	580	R	From:	33.110	NA		NA	1996
				To: From:	36-1102				
1101	0.49	1400	R			NA		NA	1996
				To:	36-649				
	0.70	840	R	From:	Dead End	NA NA		NA	1996
1102	0.70	040	K	To:	36-1101	INA		INA	1990
				From:	Dead End				
1103	0.15	130	R			NA		NA	1996
				To:	36-1101				
<u> </u>	0.40	400	_	From:	36-650	NIA		NIA	4007
1104	0.13	100	R	To:	36-649 WEST	NA I		NA	1997
$\widehat{}$				From:	36-649 EAST				
1104	0.60	300	R	т	20.615	NA		NA	1997
				To:	36-646				
1105	0.25	110	R	From:	Dead End	NA		NA	03/29/200
1105	0.20			To-	26 646			. 11/7	
(1105)	0.05	20	R	From:	36-646	NA		NA	03/29/200
				To:	Dead End				
						·			

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Pe	ak Our	Dir Factor	AAWDT	QW Year
Gloucester County				From:	Dead End					
(1106)	0.20	70	R			N	Α		NA	03/29/2000
				To:	36-646					
	0.12	160	R	From:	Dead End	N	A		NA	1996
(1107)	0.12	100	K	To:	36-648	IN	A		INA	1990
				From:	36-606					
1110	0.24	140	R			N	A		NA	1997
				To: From:	Cul-de-Sac					
(111)	0.21	120	R	rioiii.	36-607	N	Α		NA	1997
	V. _ .			To:	Cul-de-Sac	•				
				From:	Cul-de-Sac					
1115	0.11	47	R	To:	26.622	N	A		NA	1997
				From:	36-633					
1116	0.23	NA		rioiii.	US-00017(B)/	N	Α		NA	
(1110)	0.20			To:	Cul-de-Sac/					
				From:	36-01116(B)/					
1117	0.23	NA		To:		N	A		NA	
				From:	Cul-de-Sac/					
(1120)	0.11	80	R		Cul-de-Sac	N	Α		NA	1995
(1120)				To:	36-638					
				From:	36-616					
1125	0.14	90	R			N	A		NA	1997
				To:	Cul-de-Sac					
1126	0.07	30	R	From:	Cul-de-Sac	N	A		NA	1997
(1120)				To:	36-1125	•				
				From:	36-616					
(1127)	0.22	210	R	To:	0.1.1.0	N	A		NA	1997
				From:	Cul-de-Sac					
(1128)	0.05	30	R		36-1127	N	Α		NA	1997
(1120)				To:	Cul-de-Sac					
				From:	36-1127					
(1129)	0.10	40	R	To:	0.1.1.0	N	A		NA	1997
				From:	Cul-de-Sac					
(1133)	0.38	NA			Cul-de-Sac/	N	Α		NA	
				To:	36-00610(B)/					
\sim				From:	Cul-de-Sac					
(1134)	0.16	30	R	To:	36-612	N	A		NA	04/27/2000
				From:	36-612 36-612					
(1135)	0.39	240	R		30-012	N	Α		NA	04/05/2000
				To	Cul-de-Sac					
$\overline{}$			_	From:	36-612		_			
1136	0.26	100	R	To:	Cul da Caa	N	A		NA	04/05/2000
-				From:	Cul-de-Sac 36-610					
(1140)	0.52	260	R	<u> </u>	30-010	N	Α		NA	04/05/2000
			-	To:	Dead End				-	
(1141)				From:	Cul-de-Sac					
, \	0.21	80	R			N	٨		NA	04/05/2000

					GIOL	ıcester Maintena									
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Gloucester County				From:				1							
(1201)	0.10	40	R	<u> </u>		36-1271				NA			NA		1997
<u> </u>				To: From:		36-1249 SOUTI	Н	-							
(1201)	0.11	40	R							NA			NA		1997
	0.29	60	R	From:		0.12 MW 36-124	19			NA			NA		1997
(1201)	0.29	00	K	To:		26 1240 NODTI	T			INA			INA		1991
(1201)	0.45	600	R	From:		36-1249 NORTI	1			NA			NA		1997
				To- From:		36-1257									
(1201)	0.11	1100	R							NA			NA		1997
	0.09	1400	R	From:		36-1255				NA			NA		1997
(1201)	0.09	1400	K	To:		36-1216				INA			INA		1991
				From:		US 17									
(1202)	0.06	200	R							NA			NA		03/20/2000
	2.22			From:	40/	36-1208	00/	-00/		0.000	_	0.0	0.400		2222
(1202)	0.69	2000	G	97%	1%	2% 0%	0%	0%	С	0.092	F	0.6	2100	G	2002
(1202)	0.30	110	R	From:		36-1214				NA			NA		03/20/2000
(1202)				To:		Dead End									
\bigcirc				From:		Dead End									
(1203)	0.11	1300	R	To:		36-1208		1		NA			NA		1997
				From:		FR-867									
(1204)	0.04	220	R			11007				NA			NA		1997
				To:		36-1208									
	0.06	370	R	From:		36-1216				NA			NA		1993
1205	0.00	370		To		US 17				INA			14/4		1000
(1205)	0.20	320	R	From:		0317				NA			NA		1993
				To:		Dead End									
\bigcirc	0.22	470		From:		36-1235				NIA			NIA		4007
(1206)	0.33	470	R			***				NA			NA		1997
(1206)	0.07	1400	R	From:		US 17				NA			NA		1997
(1.20)				To:		36-1208									
				From:		Dead End									
(1207)	0.16	130	R							NA			NA		03/20/2000
(1207)	0.09	200	R	From:		36-1211				NA			NA		03/20/2000
1207	0.00		• • • • • • • • • • • • • • • • • • • •	To:		36-1212 WEST	3								00/20/2000
(1207)	0.20	390	R	From:		30-1212 WEST				NA			NA		03/20/2000
				To:		36-1216									
\bigcirc	0.05	4500	_	From:		Dead End				NIA			NIA		4005
1208)	0.65	4500	R	т		26 1202				NA			NA		1995
(1208)	0.19	3100	G	From: 96%	1%	36-1202 2% 0%	1%	0%	С	0.098	F	0.517	3200	G	2002
				To:		US 17									
\bigcirc		465	_	From:		36-1227									4600
1209	0.25	120	R	To:		36-1202				NA			NA		1993
				From:		Dead End		<u>_</u>							
(1210)	0.36	490	R	<u> </u>						NA			NA		1993
				To:		36-1202									

					Gloud	cester Maintena	nce Area	l 							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Gloucester County				From:				-							
(1211)	0.13	120	R	FIOIII.		36-1207				NA			NA		1993
(1211)				To		36-1213									
				From:		Dead End									
(1212)	0.24	190	R	. —						NA			NA		1993
				To: From:		36-1207 WEST 36-1207 EAST									
(1212)	0.12	190	R							NA			NA		1993
				To:		36-1213									
\bigcirc	2.22	400		From:		Dead End									4000
1213	0.28	100	R							NA			NA		1993
	0.13	230	R	From:		36-1212				NA			NA		1993
1213	0.13	230	K	To:		36-1216				INA			INA		1993
				From:		36-1202									
(1214)	0.37	330	R	<u> </u>						NA			NA		1993
				To		Dead End									
				From:		36-1227									
1215	0.10	100	R							NA			NA		03/20/2000
			_	From:		36-1231		-							
(1215)	0.05	190	R							NA			NA		03/20/2000
	0.00	220	_	From:		36-1222				NIA			NIA		02/20/2000
1215	0.03	220	R							NA			NA		03/20/2000
	0.09	160	R	From:		36-1223				NA			NA		03/20/2000
1215	0.09	160	K	To:		36-1202				INA			INA		03/20/2000
				From:		36-1250		i							
(1216)	1.78	3500	G	98%	0%	1% 0%	0%	0%	С	0.114	F	0.776	3700	G	2002
				To:		US 17									
\bigcirc				From:		36-1216									
(1217)	0.02	4300	R	To:		US 17				NA			NA		1997
				From:		36-1240		<u>_</u>							
(1218)	0.30	80	R			30-12-40				NA			NA		1997
				To:		US 17									
				From:		36-1216									
(1219)	0.14	2600	R							NA			NA		1997
				To: From:		US 17 SR 216									
(1220)	0.14	90	R	FIOIII.		36-1202				NA			NA		03/20/2000
(1220)	0.14	00	• • • • • • • • • • • • • • • • • • • •	To:		36-1221				147 (1471		00/20/2000
(1220)	0.05	60	R	From:		30-1221				NA			NA		03/20/2000
				To:		36-1214									
				From:		36-1202									
(1221)	0.09	70	R	_						NA			NA		03/20/2000
				To:		36-1220									
(1000)	0.06	50	R	From:		36-1215				NA			NA		03/20/2000
1222	0.00	30		To:		26 1200				INA			IVA		03/20/2000
(1222)	0.06	30	R	From:		36-1209				NA			NA	•	03/20/2000
1222				To:		36-1226									
				From:		36-1239									
(1223)	0.06	120	R	<u>-</u>						NA			NA		1996
				To: From:		36-1225									
(1223)	0.04	110	R							NA			NA		1996
				To:		36-1215									

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak QK Hour F	Dir AAWDT QW actor	Year
Gloucester County				From:				
1224)	0.07	20	R		36-1239	I NA	NA	1996
				To:	36-1225			
$\overline{}$			_	From:	36-1239			4000
1225	0.13	100	R			NA -	NA	1996
	0.07	40	R	From:	36-1224	NA NA	NA	1996
1225	0.07	40	IX.	To:	36-1223		IVA	1990
				From:	36-1227			
1226	0.13	80	R			NA	NA	1996
				To: From:	36-1222]		
1226	0.12	180	R	To:	26 1202	NA I	NA	1996
				From:	36-1202			
1227)	0.06	60	R	r toni.	36-1231	l NA	NA	1996
1221)				To:	36-1215	<u> </u>		
1227)	0.06	80	R	From:	JU-121J	NA	NA	1996
				To: From:	36-1209			
1227	0.06	70	R	From:		NA	NA	1996
				To:	36-1226			
\bigcirc	0.47	750	_	From:	Dead End	NIA.	NIA	4000
1228	0.17	750	R	To:	36-641	NA I	NA	1996
				From:	36-1214			
1229	0.08	180	R	<u> </u>	30 121 1	NA NA	NA	1996
				To:	BEGIN LOOP			
1229	0.15	100	R	From:		NA	NA	1996
				To: From:	36-1230			
1229	0.06	48	R			NA	NA	1996
				To:	END LOOP			
	0.02	20	R	From:	Dead End] NA	NA	1996
1230	0.02	20	IX	To:	36-1229		IVA	1990
				From:	36-1227			
1231)	0.11	90	R	_		NA	NA	1996
				To:	36-1215			
	0.50	550	R	From:	Dead End] NA	NA	1993
1232	0.50	330	IX.	Tar	26 1252	1 11/1	IVA	1995
1232	0.13	1600	R	From:	36-1252	NA	NA	1993
1232				To:	36-1216			
				From:	Dead End			
1233	0.34	410	R	т	26.1216	NA I	NA	1993
				To: From:	36-1216			
1234	0.20	120	R	r rom.	36-645	J NA	NA	1993
1204)	3.20			To:	36-1241			.555
				From:	Dead End			
1235	0.12	70	R			NA	NA	1997
				To: From:	36-1206	<u> </u>		
1235)	0.07	70	R		P 17 1	NA	NA	1997
				To:	Dead End			
1236	0.32	140	R	From:	Cul-de-Sac	J NA	NA	1993
1230)	0.02	1-10	11	To:	36-642	1 1/7	11/7	1990

					Gloucester Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Peak QK Fa	Dir AAWDT QW	Year
Gloucester County				From:	110.17			
1237	0.18	530	R		US 17	NA	NA	1997
				To:	36-1248			
1237	0.02	240	R	From:	30 1210	NA	NA	1997
				To-	36-1247			
\bigcirc				From:	36-1216			
1238	0.14	160	R	To:	Dood End	NA	NA	1997
				From:	Dead End			
1239	0.24	250	R		36-1208	NA	NA	1993
				To:	36-1202			
				From:	36-1243			
1240	0.21	640	R			NA	NA	1997
				To: From:	36-1218			
1240	0.08	830	R	To:	170.17	NA	NA	1997
				From:	US 17			
1241)	0.16	120	R	110111.	Dead End	NA	NA	1993
(1241)	0.10	120	• • • • • • • • • • • • • • • • • • • •	To:	26 1224	14/1	14/1	1000
(1241)	0.38	370	R	From:	36-1234	NA	NA	1993
1241)				To:	36-1216			
_				From:	36-1243 EAST			
1242	0.14	240	R			NA	NA	1997
				To: From:	36-1244 EAST			
1242	0.25	80	R			NA	NA	1997
<u> </u>				From:	36-1244 WEST			
1242)	0.13	150	R			NA	NA	1997
\bigcirc			_	From:	36-1245			
1242	0.07	160	R	To:	36-1243 WEST	NA	NA	1997
				From:				
1243	0.12	60	R	<u> </u>	36-1244	NA	NA	1997
1240	_			To:	36-1242 WEST			
1243	0.08	250	R	From:	J0-12-42 WES1	NA	NA	1997
				To:	36-1242 EAST			
1243	0.04	540	R	From:	30 12 12 1101	NA	NA	1997
				To:	36-1240			
			_	From:	36-1242 WEST			
1244	0.06	20	R	_		NA	NA	1997
	0.07	47		From:	36-1243	A I A	A I A	400-
1244	0.07	47	R	To:	36-1242 EAST	NA	NA	1997
				From:	Cul-de-Sac			
1245)	0.03	8	R	<u> </u>	Cur-uc-Sat	NA	NA	1997
				To-	36-1242			
				From:	Dead End			
1246	0.16	150	R			NA	NA	1997
				To:	36-641			
$\overline{}$	0.00	220	Б	From:	36-1202	NA	NIA	1007
1247	0.23	220	R	_		NA	NA	1997
	0.04	20	R	From:	36-1237	NA	NA	1997
1247	0.04	20	Λ.	To:	Dead End	INA	INA	1881
					Doug Dily			

					Cio	ucester Mainten	ance Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Gloucester County				From:		36-1237		T							
(1248)	0.23	210	R							NA			NA		1997
				To-		Dead End									
\bigcirc				From:		36-1201 SOUT	ГН								100=
(1249)	0.08	180	R							NA			NA		1997
	0.40		_	From:		36-1270				NIA.			NIA.		4007
(1249)	0.12	80	R	To:		36-1201 NOR	ГН	_		NA			NA		1997
				From:		Dead End		1							
(1250)	0.11	190	R			Dead End				NA			NA		1997
				To:		36-1251									
(1250)	0.03	360	R	From:		30 1201				NA			NA		1997
				To:		36-1261									
(1250)	0.36	1200	R	From:						NA			NA		1997
				To: From:		36-1216		_							
(1250)	0.02	2500	G	98%	0%	2% 0%	0%	0%	С	0.099	F	0.643	2700	G	2002
				To:		US 17									
				From:		Dead End									
(1251)	0.12	170	R	To:		26 1250				NA			NA		1997
				From:		36-1250									
(1050)	0.14	440	R	From:		Dead End				NA			NA		03/22/200
(1252)	0.14	770		To:		36-1232				IVA			14/5		03/22/2000
				From:		Dead End		1							
(1253)	0.01	30	R							NA			NA		1993
				To: From:		36-641 Gap Tern	ninus	_							
(1253)	0.01	60	R	From:		•				NA			NA		1993
\bigcirc				To:		36-641									
\bigcirc				From:		Dead End									
1254	0.13	90	R	To:		26 641				NA			NA		1997
				From:		36-641									
1255	0.16	160	R			Cul-de-Sac				NA			NA		1997
(1255)	00		•••	To:		36-1201									
				From:		36-1208									
(1256)	0.06	180	R							NA			NA		1995
				To:		Dead End									
\bigcirc			_	From:		36-1201									
1257	0.13	100	R	To:		Cul-de-Sac				NA			NA		1997
				From:											
1258	0.08	70	R			Cul-de-Sac				NA			NA		03/20/2000
(1236)	0.00			To:		36-1207									00/20/200
				From:		Cul-de-Sac									
(1259)	0.03	40	R							NA			NA		1997
				To:		36-1247									
\bigcirc	0.1-		_	From:		36-699									1000
1260	0.17	440	R							NA			NA		1993
	0.10			From:		BEGIN LOO	Р			N14			NI A		4000
1260	0.43	60	R	To:		END LOOP				NA			NA		1993
				From:											
(1261)	0.04	400	R			36-1250				NA			NA		1997
(1201)	3.01		•••	To		36-1262									

	,			4.7.	Bus 20-day 21-Add 47-rail 27-rail	Peak	Olí Dir		
Route	Length	AADT	QA	4 l ire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Hour	QK Factor	AAWDT QW	Year
Gloucester County				From:	Dead End	j			
(1262)	0.09	60	R			NA		NA	1997
	0.04	470		To: From:	36-1261	<u> </u>			4007
1262	0.04	170	R	To	36-1265	NA 1		NA	1997
				From:	Cul-de-Sac				
(1263)	0.26	160	R			NA		NA	1997
				To	36-1201				
	0.32	80	R	From:	36-1260	NA		NA	03/20/200
1264	0.32	00	K	To:	Cul-de-Sac]		INA	03/20/200
				From:	36-1262				
1265	0.15	80	R			NA		NA	1997
<u> </u>				To	36-1266				
\bigcirc	0.05	20	,	From:	Cul-de-Sac) NA		NIA	4007
1266	0.05	30	R	_		NA •		NA	1997
	0.07	60	R	From:	36-1267	NA NA		NA	1997
(1266)	0.07	00		To	36-1265]		IN/A	1007
				From:	36-1262				
(1267)	0.13	100	R			NA		NA	1997
				To:	36-1266				
	0.03	40	R	From:	Cul-de-Sac	NA NA		NA	1997
1268	0.03	40	ĸ	To:	36-1267	NA 		NA	1997
				From:	36-1249				
(1270)	0.10	90	R	<u>. </u>		NA		NA	1997
				To:	36-1271				
\bigcirc	0.40	40		From:	36-1201]		NIA	4007
(1271)	0.13	49	R	To:	36-1270	NA 1		NA	1997
				From:	36-1201 SOUTH				
(1272)	0.10	80	R	<u> </u>		NA		NA	1997
$\bigcup_{i=1}^{n}$				To:	36-1201 NORTH				
\bigcirc	2.22			From:	Cul-de-Sac]			
(1273)	0.08	NA		To:	36-1232	NA 1		NA	
				From:	Cul-de-Sac				
(1274)	0.08	NA			- au bu	NA		NA	
				To:	36-1232				
\bigcirc	0.40	40		From:	Cul-de-Sac]			1005
(1275)	0.12	40	R	To:	36-1214	NA 1		NA	1995
				From:	Cul-de-Sac	<u>!</u>			
1276	0.05	20	R		Cui de bue	NA		NA	1995
				To	36-1275]			
\bigcirc				From:	Cul-de-Sac				
1278	0.13	60	R	To:	36-1228	NA 1		NA	1997
				From:	Cul-de-Sac	<u> </u>			
(1279)	0.10	100	R	<u> </u>	Cui-uc-Sac	J NA		NA	1996
		-		To:	36-1228				
				From:	Cul-de-Sac				
1280	0.11	60	R	т	****	NA 1		NA	1995
				To:	36-641				

					Gloucester Mainter								
Route	Length	AADT	QA	4Tire	Due	ruckle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Gloucester County				From:	Cul-de-Sac	, 1							
(1285)	0.37	200	R	<u> </u>	Cui-ue-sac			NA			NA		03/20/2000
				To:	36-699								
\bigcirc	0.14	CO	_	From:	Cul-de-Sac	2		NIA			NIA		02/20/2000
1286	0.14	60	R	To:	36-1285	1		NA			NA		03/20/2000
				From:	36-1285	Ī							
(1287)	0.07	20	R					NA			NA		03/20/2000
				To:	36-1285								
(100)	0.06	NA		From:	Cul-de-Sac	2		NA			NA		
(1288)	0.00	147		To:	36-1247			1471			147.		
				From:	36-1247								
1289	0.12	NA		To:	0.1.1.0			NA			NA		
				From:	Cul-de-Sac	•							
(1290)	0.23	45	R	r tonii.	Cul-de-Sac			NA			NA		1995
(1290)				To:	36-642								
$\widehat{}$				From:	36-1297								
(1295)	0.10	130	R	To:	26 1205			NA			NA		03/22/2000
				From:	36-1305 36-1295	<u> </u>							
(1297)	0.08	70	R		30-1293			NA			NA		03/22/2000
				To:	Cul-de-Sac	2							
\bigcirc			_	From:	Cul-de-Sac								
1300	0.11	100	R	To:	36-1311			NA			NA		1996
				From:	Dead End	<u>_</u>							
(1301)	0.23	130	R		Doud Blue			NA			NA		03/22/2000
				To: From:	36-1327	-							
(1301)	0.37	620	R					NA			NA		03/22/2000
				From:	36-1302								
(1301)	0.39	980	R	To:	US 17			NA			NA		03/22/2000
				From:	36-1303								
(1302)	0.40	590	R		30 1303			NA			NA		03/22/2000
				To:	36-1301								
\bigcirc	0.70	470		From:	Dead End			NIA			NIA		4000
(1303)	0.70	470	R	. —				NA			NA		1993
(1202)	0.28	1700	R	From:	36-1302			NA			NA		1993
(1303)	0.20			To:	36-1304								
(1303)	0.55	420	R	From:	30-1304			NA			NA		1993
				To: From:	0.55 MS 36-1	304							
(1303)	0.65	50	R					NA			NA		03/22/2000
				To:	Dead End								
(1204)	0.19	90	R	From:	36-1316 WE	ST		NA			NA		1996
1304)	0.10		.,	To:	36-1316 EAS	T T		. 1/ \			11/1		
(1304)	0.08	260	R	From:	30-1310 EAS	91		NA			NA		1996
\bigcup				To- From:	36-1318								
(1304)	0.20	480	R	rioifi.				NA			NA		1996
				To: From:	36-1319	-							
(1304)	0.46	1300	R		26 1222			NA			NA		1996
				To:	36-1303								

<u></u>					GIOU	ucester Maintena	nce Are	<u>a</u>							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Gloucester County				E											
	0.54	3500	G	From: 96%	2%	36-1303 2% 0%	0%	0%	С	0.105	F	0.604	3600	G	2002
(1304)	0.54	3300	Ū	Tn:	270	US 17	0 70	070	O	0.100	'	0.004	3000	J	2002
				From:		Dead End									
(1305)	0.60	340	R							NA			NA		1996
				To:		36-1304									
	0.41	1400	R	From:		Dead End				NIA			NΙΔ		1006
1306	0.41	1400	ĸ	To:		US 17				NA			NA		1996
				From:		36-1303									
(1307)	0.37	2100	R							NA			NA		1996
				To:		US 17									
\bigcirc				From:		36-1311									
1308	0.25	460	R							NA			NA		1996
	2.11			From:		36-1304		-							1000
(1308)	0.11	140	R	To:		Dead End		1		NA			NA		1996
				From:		36-636		<u>l</u>							
(1309)	0.13	260	R	<u> </u>		30-030				NA			NA		1996
				To:		36-1310									
				From:		Dead End									
(1310)	0.28	230	R							NA			NA		1996
				From:		36-1309									
(1310)	0.06	200	R							NA			NA		1996
				To: From:		36-1322									
(1310)	0.21	380	R	To:		36-636				NA			NA		1996
				From:											
(1311)	0.07	360	R			36-1314				NA			NA		1996
(101)				To:		36-1313									
(1311)	0.02	830	R	From:		30-1313				NA			NA		1996
				To:		36-1308		1							
(1311)	0.15	1100	R	From:		30 1300				NA			NA		1996
				To:		US 17									
\bigcirc				From:		36-1305									
(1312)	0.27	310	R							NA			NA		1996
				From:		36-1314									
(1312)	0.07	90	R							NA			NA		1996
$\overline{}$	0.10	50	_	From:		36-1313				NIA			NIA		1000
(1312)	0.10	50	R	To:		Dead End				NA			NA		1996
				From:		36-1312									
(1313)	0.19	300	R			30 1312				NA			NA		1996
				To:		36-1311									
\sim				From:		36-1312									
1314	0.19	300	R	т		26 1211				NA			NA		1996
				To: From:		36-1311		<u> </u>							
1215	0.37	100	R	110111.		36-636				NA			NA		1996
(1315)	0.01	.00		To:		Dead End							IVA		.000
				From:		36-1304 SOUT	Н								
(1316)	0.12	100	R							NA			NA		1996
				To: From:		36-1304 NORT	H								
(1316)	0.07	150	R							NA			NA		1996
				To:		36-1317									

					Gloucester Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak Hour	(.)K	Dir Factor	AAWDT	QW	Year
Gloucester County				From:	36-1317						
(1316)	0.08	60	R			NA			NA		1996
				To:	Cul-de-Sac						
	0.06	80	R	From:	Cul-de-Sac	NA.			NA		1996
1317	0.00	00	IX.	To:	36-1316				INA		1990
				From:	Cul-de-Sac						
1318	0.06	20	R			NA			NA		1996
				To: From:	36-1319	}					
1318	0.08	30	R	. —		NA			NA		1996
				To:	36-1304						
	0.25	60	R	From:	36-1318	NA.			NA		1996
1319	0.25	00	K		26.4224	1			INA		1990
(1240)	0.15	130	R	From:	36-1304	NA			NA		1996
1319	0.10	.00	• • •	To:	Cul-de-Sac]					1000
				From:	Dead End						
1320	0.14	200	R			NA			NA		03/22/200
				To: From:	36-1321						
1320	0.24	420	R			NA			NA		03/22/200
				To:	36-636						
	0.21	180	R	From:	Cul-de-Sac	NA NA			NA		03/22/200
1321)	0.21	100	K	To	36-1320]			INA		03/22/200
				From:	36-1310	1					
(1322)	0.08	180	R	<u> </u>		NA			NA		03/22/200
<u> </u>				To: From:	36-1323						
1322	0.08	NA				NA			NA		
<u> </u>				Tn·	Cul-de-Sac						
	0.00		_	From:	Dead End				NIA		00/00/00/
(1323)	0.08	50	R			NA •			NA		03/22/200
	0.03	20	R	From:	36-1322	NA			NA		03/22/200
1323	0.03	20	K	To:	Dead End]			INA		03/22/200
				From:	Cul-de-Sac						
1324)	0.09	120	R	l-		NA			NA		1996
				To:	36-635						
		4	_	From:	36-1326						4000
1325	0.11	140	R	To:	36-632	NA I			NA		1996
				From:	Dead End						
(1326)	0.11	50	R		Dead End	NA			NA		1996
				To:	36-1325						
1326	0.14	70	R	From:	30 1323	NA			NA		1996
				To:	Dead End						
\sim				From:	36-1301						
1327	0.22	220	R	To:	0.11.0	NA I			NA		1995
				From:	Cul-de-Sac	<u> </u>					
1328	0.11	120	R	rioin:	Cul-de-Sac	NA			NA		1995
1320				To:	36-1327						
				From:	36-1328						
1329	0.18	70	R			NA			NA		1995
				To:	Cul-de-Sac						

			_		Gloucester Maintenance Area	- Peak	Dir Dir		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(')	()K	AAWDT QW	/ Year
Gloucester County				From:	36-635				
(1330)	0.20	130	R			NA		NA	1996
				To:	Cul-de-Sac				
	0.30	140	R	From:	36-618	NΙΛ		NA	1007
1331)	0.30	140	K	To:	Cul-de-Sac	NA		INA	1997
				From:	Dead End				
(1332)	0.21	100	R			NA		NA	03/22/2000
				To:	US 17				
\bigcirc				From:	Cul-de-Sac .15MN				
1333	0.15	120	R			NA		NA	03/22/2000
	0.44	70	_	From:	36-1302	NIA		NIA	00/00/000
1333	0.11	70	R	To:	Cul-de-Sac	NA		NA	03/22/2000
				From:	Cul-de-Sac				
(1334)	0.16	50	R		Cui-ue-Sac	NA		NA	1997
1.004)				To:	36-631				
				From:	Cul-de-Sac				
(1335)	0.13	60	R	_		NA		NA	1995
				To:	36-1305				
	0.00	90		From:	36-614	NA		NA	1996
1336	0.09	80	R			INA		NA	1990
	0.07	20	R	From:	36-1337	NA		NA	1996
1336	0.07	20	K	To:	Cul-de-Sac	INA		INA	1990
				From:	Dead End				
(1337)	0.06	20	R		Dedd Elid	NA		NA	1996
				To:	36-1336				
(1337)	0.04	10	R	From:		NA		NA	1996
				To:	Dead End				
				From:	Cul-de-Sac				
1338	0.44	300	R	To:	26.614	NA		NA	1996
				From:	36-614				
(1339)	0.15	130	R	From:	36-633	NA		NA	04/05/2000
(1339)	0.10	.00	• • •	To:	Cul-de-Sac	1.0			0 1/00/2000
				From:	Cul-de-Sac				
(1340)	0.20	70	R			NA		NA	1996
				To:	36-635				
\bigcirc	2.42			From:	Cul-de-Sac				400=
(1341)	0.16	80	R	To:	36-636	NA		NA	1997
				From:					
(1342)	0.20	NA			Cul-de-Sac	NA		NA	
1042				To:	36-618				
				From:	Cul-de-Sac				
1343)	0.09	60	R			NA		NA	1997
				To:	36-1346				
	0.09	260	R	From:	36-1346	NA		NA	1996
1344	0.09	200	ĸ			INA		INA	1990
	0.09	460	R	From:	36-1345	NA		NA	1996
(1344)	0.09	400	ĸ	To:	36-614	INA		INA	1990
				From:	Cul-de-Sac				
1345	0.12	120	R	<u></u>	Сигис-Бас	NA		NA	1996
				To:	36-1344				

Davita	1	AADT		4.T:	Gloucester Maintenance Area	- Peak	Dir Dir	A AVAIDT CVA	
Route	Length	AADT	QA	4 I Ire	2Axle 3+Axle 1Trail 2Trail	QC Hour	QK Factor	AAWDT QW	Year
Gloucester County				From:	Cul-de-Sac				
1346	0.10	70	R			NA		NA	1996
$\overline{}$	2.12			To: From:	36-1344				4000
1346	0.12	150	R	To	Dead End	NA		NA	1996
				From:	36-614				
1347	0.16	220	R		30-014	NA		NA	1997
				To	Cul-de-Sac				
$\overline{}$				From:	36-1347				
1348	0.15	60	R	To:	Cul do Soo	NA		NA	1997
				From:	Cul-de-Sac/				
1349	0.07	NA		<u></u>	Cui-ue-sac/	NA		NA	
				To	36-01303(B)/				
				From:	36-1351				
1350	0.08	10	R			NA		NA	1995
				To:	36-1319				
	0.09	50	R	From:	Cul-de-Sac .09MN	NA		NA	1995
1351	0.03	30		т	25.422	IVA		14/4	1000
1254	0.09	40	R	From:	36-1350	NA		NA	1995
1351)	0.00		• • • • • • • • • • • • • • • • • • • •	To:	Dead End .09MS	101		10.	1000
				From:	Cul-de-Sac				
1355	0.19	90	R			NA		NA	1997
				To:	36-632				
	0.27	240	ь.	From:	36-1359	NIA		NIA	02/22/20
1356)	0.37	210	R	To:	36-636	NA		NA	03/22/20
				From:	Cul-de-Sac				
1357)	0.10	70	R	<u> </u>	Cui de Sac	NA		NA	03/22/20
				To:	36-1356				
$\overline{}$				From:	36-1356				
1358	0.05	40	R	To:	Cul de See	NA		NA	03/22/20
				From:	Cul-de-Sac				
1350	0.44	200	R		Cul-de-Sac	NA		NA	03/22/20
1359	• • • • • • • • • • • • • • • • • • • •			To:	36-636				00/11/10
				From:	Cul-de-Sac				
1360	0.53	530	R	_		NA		NA	1997
				To:	36-614				
	0.20	140	R	From:	Cul-de-Sac	NA		NA	1997
1361	0.20	140	IX.	To:	36-1360	INA		INA	1997
				From:	Cul-de-Sac				
1362	0.07	50	R			NA		NA	1997
				To	36-1360				
$\overline{}$				From:	36-1304				
1363	0.15	NA		To:	Cul do S	NA		NA	
				From:	Cul-de-Sac				
1364	0.08	NA		1	Cul-de-Sac	NA		NA	
1304)				To:	36-1363				
				From:	36-614			<u> </u>	
1365	0.12	40	R			NA		NA	1997
				To:	Cul-de-Sac				

Pouto	l anath	AADT	O4	4Tina	Bus 20 Add 2 - Add 4 Tabil 2 Tabil	- OC P	Peak	QK	Dir	A A)A/DT	0\\\	Voor
Route Clausester County	Length	AADT	ųА	4 I IFE	2Axle 3+Axle 1Trail 2Trail	QC F	lour	Ųĸ	Factor	AAWDT	ŲW	Year
Gloucester County				From:	36-1201							
(1367)	0.19	120	R	To:	Cul-de-Sac	I	NA			NA		1997
				From:	36-618							
(1370)	0.35	200	R		30-016	1	NA			NA		1997
				To:	Cul-de-Sac							
\bigcirc				From:	Cul-de-Sac							
1375	0.11	90	R	To:	36-636		NA			NA		1997
				From:	Cul-de-Sac							
(1380)	0.90	860	R		Cui-ue-sac	1	NA			NA		1997
				To:	36-632							
				From:	36-1380 SOUTH							
(1381)	0.65	710	R	To:	26 1200 NODEW	I	NA			NA		04/10/2000
				From:	36-1380 NORTH							
1382	0.09	47	R	r toin.	Cul-de-Sac		NA			NA		04/10/2000
(1302)	0.00	••		To:	36-1381	•				10.		0 17 1072000
				From:	Cul-de-Sac							
1383	0.18	140	R			I	NA			NA		04/10/2000
				Tn·	36-1381							
	0.24	420	В	From:	36-1381		NIA			NIA		04/40/2000
1384	0.24	130	R	To:	36-1380		NA			NA		04/10/2000
				From:	36-1384							
(1385)	0.05	30	R		50 150 .	1	NA			NA		04/10/2000
				To:	Cul-de-Sac							
\sim				From:	36-1387							
1386	0.07	280	R	To:	27 1201	I	NA			NA		04/10/2000
				From:	36-1381							
(1387)	0.24	100	R		Cul-de-Sac		NA			NA		04/10/2000
(1387)				To:	36-1386							
1387	0.12	NA		From:	30-1300	1	NA			NA		
				To:	Cul-de-Sac							
\bigcirc				From:	Cul-de-Sac							
1388	0.16	90	R	To:	36-1381		NA			NA		04/10/2000
				From:								
(1395)	0.11	70	R	110111	36-1307		NA			NA		1997
1.000				To-	Cul-de-Sac							
				From:	Cul-de-Sac							
1401)	0.11	30	R			I	NA			NA		04/19/2000
				To: From:	36-1404							
1401)	0.20	80	R			I	NA			NA		04/19/2000
				To: From:	36-1402							
(1401)	0.09	110	R				NA			NA		04/19/2000
	0.20	200		From:	36-1403		NI A			NIA		04/40/2000
(1401)	0.36	380	R	To:	36-623		NA			NA		04/19/2000
				From:	Dead End							
(1402)	0.04	20	R	<u> </u>	Down Little	I	NA			NA		04/19/2000
				To:	36-1401							
\sim				From:	Dead End							
1403	0.37	150	R	т	26.146	1	NA			NA		1997
				To:	36-1401							

					Gioucestei Maintenance Area				
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	QC Peak Hour	QK Dir Factor	AAWDT QV	V Year
Gloucester County				From:					
(1404)	0.09	20	R	riom.	36-1401	l NA		NA	04/19/2000
(1404)				To	36-1403				
				From:	36-604				
1405	0.23	1900	R			NA		NA	04/27/2000
				To: From:	36-1406				
1405)	0.07	1800	R			NA		NA	04/27/2000
				From:	36-1407				
1405	0.08	1700	R			NA		NA	04/27/2000
_				From:	36-1408				
(1405)	0.09	1300	R	т.,	25.1115	NA		NA	04/27/2000
				To: From:	36-1415 36-1416				
(1405)	0.54	1200	R	<u>. </u>		NA		NA	04/27/2000
				To:	Cul-de-Sac				
				From:	36-1405				
1406	0.04	80	R			NA		NA	04/27/2000
				To:	Cul-de-Sac				
	0.20	440	В	From:	36-1405	NIA		NIA	04/27/2000
(1407)	0.20	140	R	To:	Cul-de-Sac	NA I		NA	04/27/2000
				From:	Cul-de-Sac				
(1408)	0.27	290	R	<u> </u>	Cui-uc-3ac	NA		NA	04/27/2000
1408				To	26 1405	1			
(1408)	0.16	60	R	From:	36-1405	NA		NA	04/27/2000
1400	00			To:	Cul-de-Sac				
				From:	Cul-de-Sac				
(1409)	0.04	30	R			NA		NA	1997
				To:	36-1408				
				From:	36-1411				
1410	0.14	350	R	To:	26.615	NA		NA	1996
					36-615				
	0.59	380	R	From:	Dead End	l NA		NA	1997
(1411)	0.55	300	11	To:	36-629	l IN/A		IVA	1557
				From:	36-680				
(1412)	0.14	NA			30 000	NA		NA	
				To:	Cul-de-Sac				
				From:	Cul-de-Sac				
1415)	0.19	80	R			NA		NA	1997
				To:	36-1405				
	0.00	00	_	From:	36-1405	N. A.		A1.A	04/07/0000
(1416)	0.09	20	R	To:	Cul-de-Sac	NA I		NA	04/27/2000
				From:					
(1417)	0.09	60	R		36-1405	l NA		NA	04/27/2000
				To	Cul-de-Sac				
				From:	Cul-de-Sac				
1418)	0.09	NA				NA		NA	
				To:	36-1405				
$\widehat{}$				From:	US 17				
(1420)	0.09	190	R	_		NA		NA	1996
				To:	Dead End				
	0.00	NI A		From:	36-1422	A.1.A		NIA	
(1421)	0.39	NA		To:	36-1422	NA		NA	
					JU-1744				

					Gloucester Maintenance Area				
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	OC.	QK Dir Factor	AAWDT QV	V Year
Gloucester County				From:					
1422	0.98	NA		rioin.	Begin Loop	l NA		NA	
				To: From:	End Loop				
1422	0.16	NA				NA		NA	
				To: From:	36-1421				
1422	0.39	NA		To:	36-1405	NA I		NA	
				From:	36-1422				
1423	0.10	NA			30-1422	NA NA		NA	
<u> </u>				To:	Cul-de-Sac				
$\overline{}$				From:	36-1422				
1424	0.12	NA		To:	Cul-de-Sac	NA I		NA	
				From:	Cul-de-Sac				
1425	0.28	80	R		Cui-uc-Sac	NA NA		NA	1997
				To:	36-1426				
1425)	0.45	700	R	From:	00.1.20	NA		NA	1997
				To:	36-688				
\bigcirc	0.00		_	From:	Dead End	NIA		NIA	4007
1426	0.20	90	R			NA		NA	1997
	0.36	420	R	From:	36-1425	NA		NA	1997
1426	0.30	420	K	To:	Cul-de-Sac	INA 		INA	1997
				From:	Cul-de-Sac				
1427)	0.22	150	R			NA		NA	1997
				To:	36-1426				
\bigcirc	2.22			From:	36-1425				4007
1428	0.06	40	R	To:	Cul-de-Sac	NA I		NA	1997
				From:	Cul-de-Sac				
1429	0.10	49	R		Cur-de-Suc	NA NA		NA	1997
				To:	36-1427				
\sim				From:	Cul-de-Sac				
1430	0.11	110	R			NA		NA	03/15/200
$\overline{}$	0.04	200		From:	36-1431	NIA		NIA.	02/45/20
1430	0.21	280	R	To:	36-605	NA I		NA	03/15/20
				From:	Cul-de-Sac				
1431)	0.07	60	R	<u> </u>		NA NA		NA	03/15/20
				To:	36-1430				
\bigcirc				From:	36-604				
1435	0.30	220	R	To:	Cul-de-Sac	NA I		NA	04/27/200
				From:	36-614				
1439	0.12	80	R		30-014	NA		NA	04/03/200
				To:	Cul-de-Sac				
				From:	Cul-de-Sac				
1440	0.12	40	R	To	26.614	NA I		NA	1997
				From:	36-614				
1442)	0.25	210	R		Dead End	l NA		NA	03/15/20
	3.20			To:	36-605	1.0.1		- <i>u</i> ·	255.20
				From:	36-1507				
(1501)	0.14	110	R			NA		NA	04/24/200
				To:	36-1502				

					Gloucester Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	QC Peak Hour	QK Dir Factor	AAWDT QV	V Year
Gloucester County				From:	36-1502	Ī			
(1501)	0.07	20	R		30-1302	NA		NA	04/24/200
				To: From:	36-1503	1			
(1501)	0.05	2	R	rioiii.		NA		NA	04/24/200
				To-	Dead End				
\bigcirc	0.07	400	_	From:	36-1501]		NIA	04/04/000
(1502)	0.07	120	R	To	36-656	NA 1		NA	04/24/200
				From:	Dead End	i i			
(1503)	0.06	4	R	<u> </u>	Doug Elia	NA		NA	04/24/200
				To:	36-1501				
\bigcirc				From:	36-656				
1505	0.10	80	R			NA		NA	03/22/200
$\overline{\bigcirc}$	0.40	40		From:	36-1506]————		NIA.	00/00/000
(1505)	0.16	48	R	To:	Cul-de-Sac	NA 1		NA	03/22/200
				From:	36-656				
(1506)	0.17	40	R	<u> </u>	30-030	NA		NA	02/22/200
				Tn:	36-1505				
				From:	Cul-de-Sac				
1507	0.18	30	R			NA		NA	04/24/200
				To: From:	0.18 MN Cul-de-Sac	 			
1507	0.11	60	R	To:	36-1501	NA 1		NA	04/24/200
				From:	36-700				
(1510)	0.12	140	R	<u> </u>	30-700	NA		NA	04/24/200
10.09				To:	36-1511				
				From:	Cul-de-Sac				
(1511)	0.23	70	R			NA		NA	04/24/200
				To:	Dead End				
	0.52	420	R	From:	36-1521	J NA		NA	04/12/200
(1520)	0.52	420	IX	To:	36-602]		INA	04/12/200
				From:	Dead End				
(1521)	0.51	90	R			NA		NA	04/27/200
				To:	Dead End				
\bigcirc	0.00	420	_	From:	Dead End			NA	04/40/000
(1522)	0.26	130	R	To:	36-1521	NA 1		NA	04/12/200
				From:	Dead End				
(1523)	0.28	70	R	<u> </u>	27 7000 2210	NA		NA	04/12/200
				To:	36-1521				
\sim				From:	GLOUCESTER HIGH SCH	j			
9164	0.20	1200	R	To:	26.615	NA 1		NA	1997
				From:	36-615	1			
9165	0.20	NA			36-615 WEST	J NA		NA	
				To:	36-615 EAST	1		-	
				From:	BUS US 17]			<u> </u>
9166)	0.13	160	R			NA		NA	1997
				To-	BOTETOURT ELEM SCH	<u> </u>			
	0.08	80	ь	From:	SR 216	NA		NA	1997
9167)	0.06	ου	R	To:	ACHILLES ELEM SCH	INA		INA	1997
					TOTAL DELINI DON	I			

Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Gloucester County				-								
	0.00	400	_	From:	36-629	l				NIA		4007
(9169)	0.20	100	R	To	GLOUCESTER INT SCH	Ĭ	NA			NA		1997
				From:	36-614	l						
0170	0.27	840	R		30-014	ļ	NA			NA		05/15/2000
(9178)	0.21	040		To:	PEASLEY MIDDLE SCH]	14/ (1471		00/10/2000
				From:	US 17							
(9179)	0.17	200	R			_	NA			NA		05/15/2000
				To:	PETSWORTH ELEM SCH							
				From:	US 17	l						
9552)	0.12	230	R			_	NA			NA		1997
				To:	GLOUCESTER HIGH SCH							
				From:	36-1304							
(9857)	0.11	60	R		·	_	NA			NA		1997
				To:	ABINGDON ELEM SCH							